

Design Standards Committee Meeting Minutes

November 30, 2004

City of Tukwila, Community Center

12424 42<sup>nd</sup> Ave. So.

Tukwila, WA.

9:00 AM to 3:00 PM

## **At A Glance**

- Introduction
- Local Agency Design Matrix
- Roundabouts – Sight Distance at urban intersections
- General Discussion – Review plan for Design Standards document

## In Detail

### **Present:**

Mike Horton, Lynn Price, Dave Mounts, Brian Moorehead, Martin Hoppe, Pat O'Neal, Bob Moorhead, Jim Seitz, Dave Olson, Mike Johnson, Dale Rancour, Paul Bennett, Randy Hart, Ron Pate, Ruth McIntyre, Bob McEwen, K. Wendell Adams

### **Introductions**

Self-introduction of all present.

### **Local Agency Design Matrix**

The committee reviewed the most recent changes to the Design Standards document, it was agreed to make some minor editing changes. The final approval process will be:

1. Distribute to the City and County representatives for a 60-day review and comment period.
2. Make appropriate revisions based on review comments
3. Finalize City/County Design Standards
4. Develop an implementation plan in conjunction with CRAB and AWC

Specific comments on the Matrix regarding Pedestrian, Bike, or both use of a lane directs the designer to Section 10.20 of the WSDOT Design Manual. Some members felt this matrix did not apply to pedestrian only use. Mike Horton will research this question.

**Action Item:** *Ruth will make the revisions based on the committee's recommendations and distribute for the 60 day city and county review and comment period.*

*Mike will research the Bike/Pedestrian/Trail question, does state law require use of section 10.20 for multiple use, any alternate mode, or simply for "bicycle only" lanes?*

### **Design Manual section 920, Road Approaches and Sight Distance**

Based on material given to the committee at the last meeting, Mike Johnson discussed the problem with sight distance in urban settings at intersections. Specifically, the impact of intersection sight distance on parking and other roadway features and the method the City of Seattle uses to evaluate the safety of an intersection. Seattle bases its analysis on the ability of the on coming vehicle to safely stop for a vehicle turning into traffic. The City calculates the stopping sight distance in accordance with AASHTO but uses a 1 – second reaction time instead of the more common 2.5 second reaction time. This reaction time is based on information that urban drivers, because of their environment and signing, are already more alert to possible sudden movement and, therefore, their reaction time is shorter than the model used in the Design Manual.

Mike Johnson was asked to re-submit the material presented at an earlier meeting from the Traffic Institute of Northwestern University to Dave Olson. Dave Olson said the design section would review this area with this information in mind.

### **ADA Requirements**

Mike Johnson discussed the use of truncated domes for ADA sidewalk ramps, the City of Seattle changed their standards to a standard reference color of safety yellow because of quality control issues with the previous standard. Mike Horton stated that changes in channelization would be considered an “alteration” by the State and, therefore, accessibility issues would need to be addressed. Mike Johnson would like a guideline that will define at what point in a project ADA improvements will be required, for example, changing lane configuration, widening, adding shoulders.

### **Roundabout**

The committee decided that the WSDOT Design Manual and the FHWA Guidelines offered adequate information of roundabout design standards, so no further action was deemed necessary.

### **In Conclusion**

- Ruth will make the changes to the document that were discussed at this meeting and send the final version to the Committee and the city and county representatives for their feedback.
- Committee members will discuss the document with their counterparts at various professional meetings they determine are appropriate.
- Jim Seitz and Randy Hart will send the document to the agencies they work with for comments.

- Mike Johnson will provide copies of material from Traffic Institute Of Northwestern University titled “Traffic Accident Reconstruction” and other materials provided at an earlier meeting.
- Next meeting is tentatively set for the first week of March, if it is decided that a meeting is necessary. If there are no major objections to the revised document, this meeting will be not be scheduled.

Meeting adjourned at 2:45 PM.